

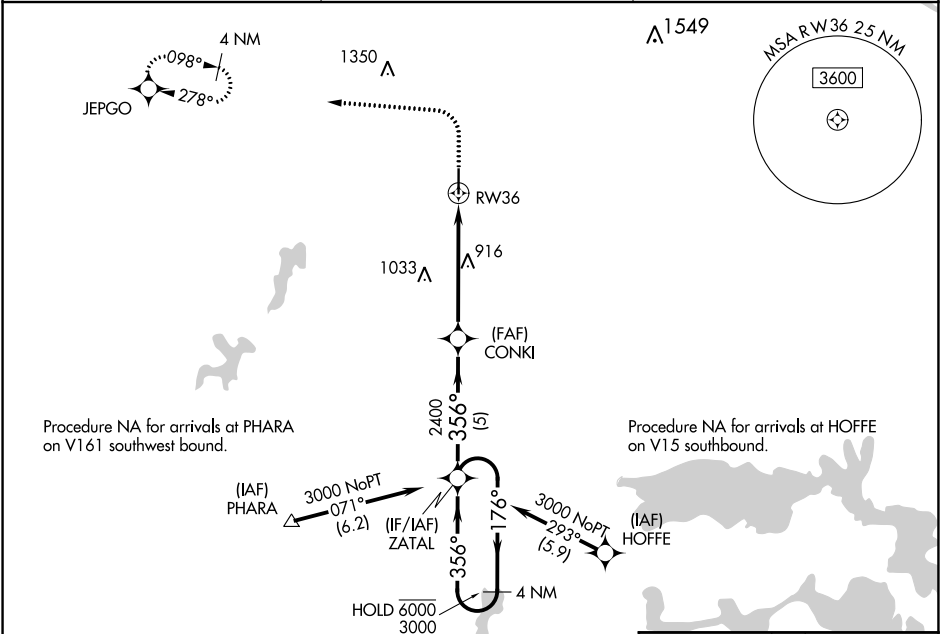
WAAS CH 69242 W36A	APP CRS 356°	Rwy Idg TDZE 704 Apt Elev 720	5150 704 720
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RNAV (GPS) RWY 36

OKMULGEE RGNL (OKM)

RNP APCH. ▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C.	MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct JEPGO and hold.
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AWOS-3 118.225	TULSA APP CON 119.85 338.3	UNICOM 123.0 (CTAF) 0
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ELEV 720		TDZE 704		
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).				
4 NM Holding Pattern		1200	3000	
ZATAL		JEPGO		
6000 ← 176°		* LNAV only.		
3000 → 356°				
GP 3.00°				
TCH 50				
CONKI				
2400		* 1.4 NM to RW36		
2400		RW36		
5 NM		3.8 NM		
1.4 NM				
CATEGORY	A	B	C	D
LPV DA	904-¾		200 (200-¾)	
LNAV/VNAV DA	954-¾		250 (300-¾)	
LNAV MDA	1180-1	476 (500-1)	1180-1¾	476 (500-1¾)
CIRCLING	1180-1 460 (500-1)	1340-1 620 (700-1)	1340-1¾ 620 (700-1¾)	1640-3 920 (1000-3)

Diagram illustrating the approach procedure for RW36, showing the holding pattern, glidepath, and distances to the runway.

Key features:

- Holding Pattern: 4 NM, 6000/3000 feet.
- Glidepath: 356°.
- GP 3.00° TCH 50.
- CONKI (Obstacle) at 2400 feet.
- Distances: 5 NM, 3.8 NM, 1.4 NM to RW36.
- * LNAV only.

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MIRL Rwy 18-36

356° to RW36

